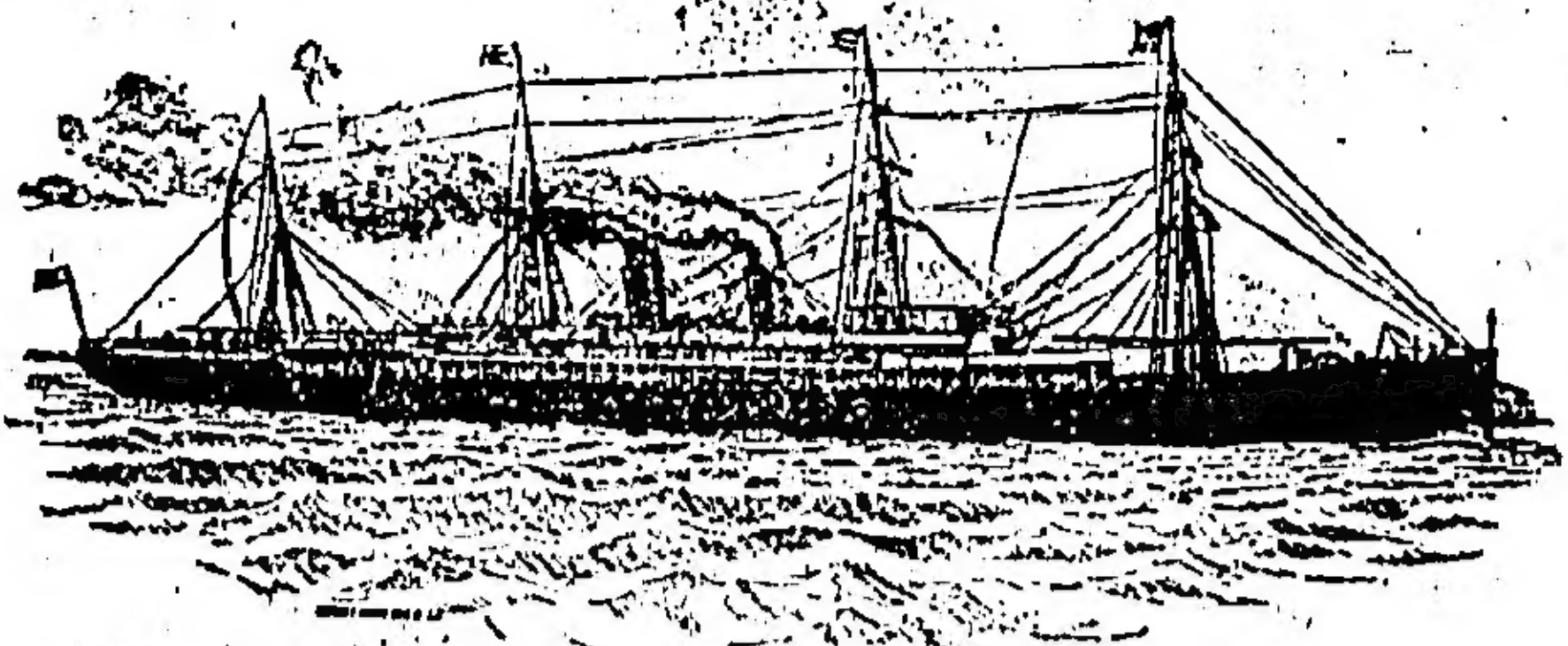


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPELAND"	SATURDAY, 20th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"GABRIEL"	TUESDAY, 13th October, at Noon.
"KOREA"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, 1st September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special Rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 22nd August, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, (B.C.)
EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 23rd September.
"TARTAR"	4,425 ".....	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 21st October.
"ATHENIAN"	5,882 ".....	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 18th November.
"TARTAR"	4,425 ".....	WEDNESDAY, 16th December.

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO ANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Ancoover with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which convey to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Turn tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th June, 1903. D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Shipping Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS.	SAILING DATES:
HAVRE, ANTWERP, and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th August. Freight.
HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	13th Sept. Freight and Passengers.
HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	23rd Sept. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	6th October. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	20th October. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Nov. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 22nd August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,365 tons.....	Captain H. D. Jones.
"POW-SUN"	2,335 ".....	C. F. Johnston, R.N.R.
"FAH-SUN"	2,305 ".....	A. V. D. N.
"HANKOW"	3,073 ".....	C. V. D. N.
"KINSHAN"	2,800 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,995 tons..... Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday } excepted.

Doa from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons..... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 503 tons..... Captain R. D. Thomas.

S.S. "SAINAM," 588 "..... B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. 1357e

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.
Between Queen's Road and Des Vaux Road.

LADIES' SPECIAL TOILET ROOM.

964e PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things for the table.
HEINZ
Do you know that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Vaux Road Central.
Hongkong, 29th June, 1903. 1533e

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. 11

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES, EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. 1339e

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

934e

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.9
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in, or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

SOCIETY FOR THE PREVENTION OF
CRUELTY TO ANIMALS.

A PUBLIC MEETING to inaugurate the Society will be held in the ST. ANDREW'S HALL, CITY HALL, on FRIDAY next, the 28th instant, at 5 o'clock P.M.

His Excellency the Governor will preside.

All Persons interested in the Formation of this Society are cordially invited to attend.

MOWBRAY S. NORTHCOLE, Honorary Secretary.

Fongkong, 21st August, 1903. [1020e

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 1st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 1 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

931e

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE NIPPON YUSEN KAISHA are prepared during the months of JULY and AUGUST to issue First Class Return Tickets from Hongkong to Yokohama and Back for the Round Fare of Yen 98 payable in Local Currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over Privileges allowed at any port and between Moji and Kobe passengers have the Option of travelling by the Sanyo Railway.

For Information as to Sailings, Steamers, &c., apply to the Company's Local Offices in Prince's Buildings, First Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 27th July, 1903. [896e

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 15th August, 1903. [19

HONGKONG ICE COMPANY, LIMITED.

OWING to the Rise in Exchange, the PRICE of ICE will be REDUCED to ONE CENT AND A HALF per Pound from the 11th AUGUST.

WM. McMURRAY, Acting Manager.

Hongkong, 10th August, 1903. [959e

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERERS' WORK for a Period of 12 months from the 1st of SEPTEMBER, 1903, to H.M. NAVAL YARD, Hongkong. Forms of Tender can be obtained on Application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than NOON, on 26th AUGUST, 1903.

A Deposit of One Hundred Dollars will be required when applying for Tender Forms, to be returned if the Tender is declined.

Hongkong, 21st August, 1903. [1018e

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN BRACICE will be carried out from the Sanatorium (Peak) on the 26th August, 1903, at an Anchored Target.

Practice will commence about 8 A.M. and end about 9 A.M. if the Range is clear.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th August, 1903. [1001e

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1903. [9

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE-YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

AMERICAN WATER MELONS!

FRESH HONEY IN COMB!

75 Cents per lb.

FRESH FIGS!

\$1.00 per doz.

All these can be had fresh every day at

CHING SHAN CHAN, No. 41, Central Market.

Hongkong, 19th August, 1903. [777e

MEE CHEUNG PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 1A, DE Vaux ROAD.

IS now in a position, in his New and Commodious Premises, to receive all orders for ALL PHOTOGRAPHIC ART PRACTICED in the Colony and by part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1903. [49e

Notice of Firm.

CONNAUGHT HOUSE HOTEL.
THE INTEREST and RESPONSIBILITY of HO YUT KUI in the Business and Lease of the above Hotel CEASES as from this date.
GEO. J. CLARK, HO PO FAN,
Proprietors.
Hongkong, 22nd August, 1903. [10250]

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER HANDELS-AMERIKA
LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN,"
of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., on the 19th instant.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 25th instant, at 9.30 A.M.
All Claims must reach us before the 29th instant, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 19th August, 1903. [16330]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 3, at Kennedy Town, (Marine 1 of 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining undelivered after the 26th instant will be subject to rent.
All Claims must be sent in to me on or before the 29th instant or they will not be recognised.
No Fire Insurance has been effected.

E. W. TILDEN,
Agent.
Hongkong, 19th August, 1903. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
E. W. TILDEN,
Agent.
Hongkong, 20th August, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed and stored at the Godowns.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.
Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 20th August, 1903. [4]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

SS. "BENALDER,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 2nd September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 4 P.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st August, 1903. [10230]

TSU FAN
DENTIST.

PRICE MODERATE. CONSULTATION FREE.
Next to the Hongkong Dispensary,
4, Queen's Road Central.
Hongkong, 18th November, 1902. [12990]

Insurance.

THE MUTUAL LIFE INSURANCE
COMPANY OF NEW YORK

RICHARD A. MCCURDY, President.

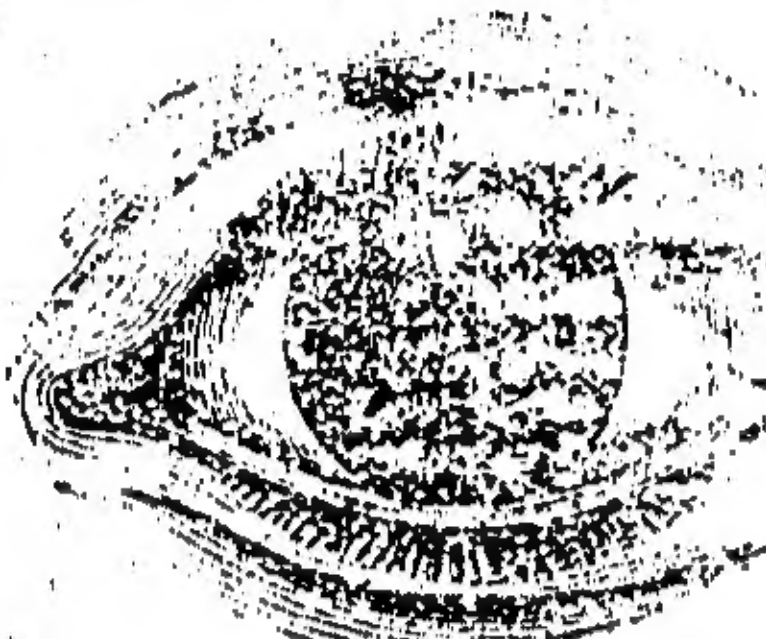
ORGANISED IN 1843.

MR. GEORGE TECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Chater Road.
By Order,
BASIL H. BETTS,
Special Representative for Hongkong, China and Japan.
Hongkong, 17th August, 1903. [19920]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept 1st Class FOREIGN and CHINESE RISK at CURRENT RATES.
SIEMSEN & CO.,
Hongkong, 21st May, 1903. [121]

Entimations.



N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of B. Hou Hon, Tailor.

DAVID BENJAMIN,
Manager.

Hongkong, 23rd June, 1903. [160]

WANTED.

A BRITISH MALE TEACHER for a Private School in Hongkong.
Apply to—
"M.M."
C/o this Paper.
Hongkong, 6th August, 1903. [19440]

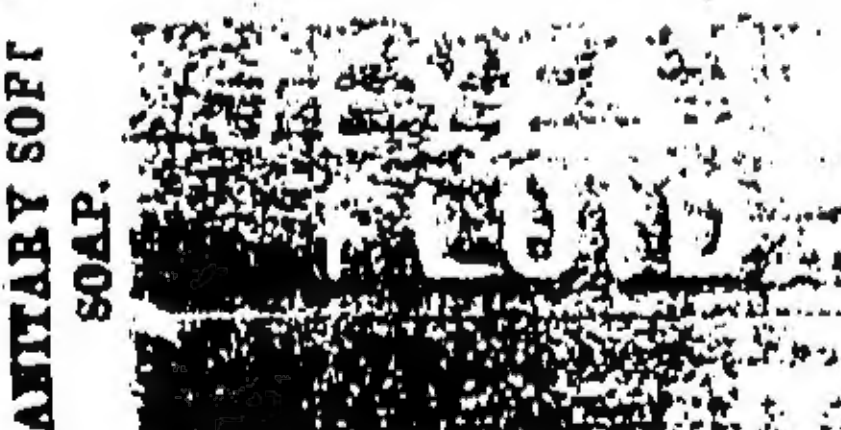


This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined Society.

RIGAUDE & CO.
10,000
White Violets
equal each bottle of
Rigaude's Extract
PARIS

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings,
Hongkong, 21st March, 1903.

MIDZUSHIMA & CO.,

COAL MERCHANTS,

No. 4, QUEEN'S ROAD CENTRAL,
(FACING DUDDELL STREET).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: UCHI-HONMACHI, MOJI.

MINAMI-AIKAWA, OSAKA.

KAIKAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address: "MIDZUSHIMA" Kobe, Moji, Osaka, Wakamatsu and Hongkong.

Code used: A. I. & A. B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c.

SOLE PROPRIETORS of Kumamoto and Tenoura Coal Mines.

SOLE AGENTS for Kawamiya, Komatsugawa, Tenoura, Minamio, Ikejima and Kumagahata Collieries.

K. UYEMURA, Manager.
Hongkong, 3rd March, 1903. [2990]

Entimations.

TO LET.

ROOMS TO LET at 10, ICE HOUSE STREET.

WANTED.

WANTED a SMART HEADBOY from 1st of September. No coolie need apply.
Hongkong, 21st August, 1903. [10190]

THE
ROBINSON
PIANO
Co., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

	Cost.	Selling.
RONISCH (Owner's Property)...	...	\$400
SQUIRE (Owner's Property)...	...	350
BORD (Owner's Property).....	...	285
WEINER, UPRIGHT GRAND (Owner's Property).....	...	450
KELLY (Owner's Property).....	...	200
HOPKINSON.....	\$550	300
HORIZONTAL GRAND (Se- cond-hand).....	900	100
KRELL.....	800	450
NEEDHAM.....	800	450
ROBINSON PIANO CO., LD.	475	400
Do.	475	400
Do.	575	450
Do.	650	450
Do.	300	150
SELF-PLAYER.....	900	150
RACHALS.....	750	400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.
Hongkong, 6th August, 1903. [4150]

MACEWEN, FRICKEL & CO.
have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pis.

or

\$2.00 per doz.

3, Duddell Street,
Hongkong. [16500]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO. [15950]

Hongkong, 10th January, 1903.

CHINESE-AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND

MANUFACTURERS.

THE Company's OFFICES are established

at Nos. 20 and 21, CONNAUGHT

ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [5430]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903. [20]

Entimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS,—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	5 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-

manded.

JOINING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AKI MARU.....	VICTORIA, B.C., and SEATTLE.	TUESDAY, 25th Aug., at 4 P.M.
J. W. Ekstrand.....	U.S.A., via SHANGHAI, MOJI, and YOKOHAMA.	
HITACHI MARU.....	KOBE and YOKOHAMA.	FRIDAY, 28th Aug., at Daylight.
SHINANO MARU.....	VICTORIA, B.C., and SEATTLE.	TUESDAY, 8th Sept., at 4 P.M.
W. Thompson.....	U.S.A., via SHANGHAI, MOJI, and YOKOHAMA.	

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 17th August, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 25th August, 1903,
at 1 P.M., the Company's Steamship
"CALEDONNIEN," Captain Marcantoni, with
Mails, Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Ammand Behic* bound
for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for Lon-
don as well as for Marcellles, and accepted in
transit through Marcellles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 24th August, Specie
and Parcels received until 4 P.M. of the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board, they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 12th August, 1903. [10040]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA

SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1903.
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Olympia..... 2,837 J. Truebridge... Sept. 10

Lyra..... 4,417 F. Williams... Sept. 17

Tacoma..... 2,813 A. Dixon... Sept. 24

Victoria..... 3,505 J. Panten... Oct. 12

Steamers marked (*) have no passenger
accommodation.

The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For further information as to Freight or
Passage, apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 21st August, 1903. [18740]

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 11th August, 1903, at 3.45 p.m. Present: Mr. E. A. Hewitt (Chairman), Mr. D. R. Law (Vice-Chairman), Hon. C. W. Dickinson, Messrs. C. Michelau, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, and A. G. Wood.

Absent: Hon. R. Shewan (ex officio).

MINUTES.

The minutes of the monthly meeting of the 7th July last and of the special meeting of 15th instant were read and confirmed.

NEW MEMBERS.

The Secretary reported that since the last meeting the following had been elected members of the Chamber subject to the usual confirmation at the next annual general meeting, Messrs. G. C. Moxon, E. H. Sharp, K. C. Chiu On Fire Insurance Co., Ltd., Shiu On Steamship Co., Ltd., and Osaka Shosen Kaisha.

CROWN AGENTS' SYSTEM.

The following correspondence was read:—
The Ceylon Chamber of Commerce, Colombo, 2nd April, 1903.

Dear Sir,—I am directed by my Committee to solicit information from your Chamber on the above subject, which has given rise to considerable discussion amongst our mercantile community during the last 18 months.

The local importers maintain that Government should do their utmost to encourage local trade by placing their orders with Colombo firms for materials required for the construction of public works, in preference to indenting for all supplies upon the Crown Agents, and it is asserted that such a policy (namely, the throwing of the business open to competition) would prove more economical to Government and also that the merchants who are themselves taxpayers have a fair claim to be allowed to tender for the supply of goods towards whose purchase they themselves contribute.

There is another section consisting of local building contractors who strongly protest against the present system which obtains in regard to the construction of public buildings and other works. These are nearly all executed by the Public Works Department in co-operation with the Government Factory. It is argued that were Government to consent to place building contracts with private firms by tender, far greater expedition and economy would be secured, and local industries greatly fostered. My Committee are somewhat in sympathy with the above arguments, but are not confident that a movement assailing the "Crown Agents" System, the Public Works Department and the Government Factory would have a successful issue.

I am directed to inquire whether you are able to give us any information regarding the working of the "Crown Agents" System and the Public Works Department in your Colony in relation to the interests of your local merchants and or contractors.

Thanking you in anticipation,—I am, etc.,
(Sd.) F. W. WALDOCK, Secretary.

The Secretary,
Hongkong Chamber of Commerce,
Hongkong, China.

Hongkong General Chamber of Commerce,
Hongkong, 24th July, 1903.

Dear Sir,—I am directed to acknowledge the receipt of your letter of the 2nd April last soliciting information as to the working of the "Crown Agents" System and the Public Works Department in this Colony in relation to the interest of local merchants and contractors.

As local conditions vary so much in different Crown Colonies, my Committee feel they are hardly in a position to reply in detail to all the points raised in your letter under reply.

You will gather from the enclosed report, No. 13 of 1902 dated 29th March, 1903, of the Commission appointed by H.E. the Governor on 11th October, 1901, to inquire into the Public Works Department, that some of the matters referred to by you have been the subject of comparatively recent investigation here, and in order that my Committee might be in a better position to consider this matter, a series of questions was drawn up and presented by the representative of this Chamber at a recent meeting of the Legislative Council. A copy of the latter, together with the Colonial Secretary's replies, is enclosed for your information, and needs little further explanation.

If, as would appear, it be a fact that no reputable firm would be excluded from the Crown Agents' list, the opportunity of tendering for Government supplies is readily obtainable, and my Committee do not consider that the extra cost to the Colony through employing the "Crown Agents" is incommensurate with the services rendered.

In this connection it must not be forgotten that the Crown Agents undertake a considerable amount of work relating to the engagement of all British employees, such as the police, hospital nurses, sanitary officials, and other trained assistants, required to complete the staff of the various Government departments, and for which no specific charge is made.

The question of the advisability of placing Government building contracts in the hands of private firms has also been dealt with by the Commission before referred to, and my Committee endorse the view that public works of "a special nature or of urgency" might with advantage be entrusted to private firms.

I am also to add that, should your Chamber desire a further interchange of ideas, my Committee will be pleased at any time to continue the discussion of this important question.—I am, etc.,

(Sd.) A. R. LOWE, Secretary.

The Secretary,
Chamber of Commerce,

OFFICIAL CODE VOCABULARY.

Read correspondence with the London Chamber of Commerce:—

Hongkong, 14th May, 1903.

Sir,—Your letter of 7th January last, intimating that my letter to you of the 5th December, 1902, on the subject of the "Official Code Vocabulary" would receive early attention, was duly received.

I have now to confirm the translation of my wire to you of the 12th instant, coded and sent through the courtesy of the Peninsular and Oriental S. N. Co. as follows:—

"Referring to letter of 5th December Hongkong Chamber of Commerce support New York Chamber of Commerce Resolutions and April request you on our behalf forward protest against Official Code to General Post Office London for presentation International Telegraph Conference. The next meeting is fixed for London 25th May.—Lowe, Secretary."

I enclose copy of the resolutions of the New York Chamber referred to above, though you will doubtless have already received a copy of these from that body. As this Chamber has recently been in communication with you with the object of obtaining your support to the objections to the code, it will now be sufficient to state that my Committee have always been strongly opposed to the compulsory use of this Official Code on the grounds that great expense and inconvenience will be entailed on the mercantile community through the necessary amendment of existing codes.

The latest edition of the Official Code, although containing 1,176,100 words, is still incomplete and they trust that your Chamber will have seen its way to sympathise with the views of my Committee by forwarding a protest through the British Postal Authorities in order that the matter may be thoroughly ventilated at the forthcoming Conference.—I am, etc.

(Sd.) A. R. LOWE, Secretary.

The Secretary, Chamber of Commerce.

London Chamber of Commerce,
London, 19th June, 1903.

Sir,—I have to acknowledge, with thanks, receipt of your letter of the 14th May, covering a copy of resolutions, passed by the New York Chamber of Commerce relative to the above matter, which, as you correctly surmised, were brought also to the notice of this and other British Chambers of Commerce. I enclose, for the information of your Chamber, a copy of the letters addressed to and replies received from His Majesty's Postmaster General on this matter, from which you will see that active steps were taken to oppose the proposed compulsory adoption of the new Official Vocabulary, both by resolution passed at a special meeting of this Chamber on the 20th April last, and also by forwarding from time to time protests received from various foreign Associations, whose names are specified in the correspondence sent herewith. It will also be seen that, some time before the opening of the Conference in London (May 25th) the Postmaster General informed the various Chambers that he had given instructions to the British Delegates to oppose the compulsory adoption of the Vocabulary.

I trust this information will be satisfactory to you, and remain,—Yours etc.,
(Sd.) KENNIS B. MURRAY, Secretary.

The Secretary,
Hongkong General Chamber of Commerce,
Hongkong.

The Chairman said it would have been noted that Reuter's telegram of the 18th ultimo stated that the International Conference had completely revised the rules relating to codes also from 1st July, 1904, any combination of 5 letters would be accepted as a word, and it was satisfactory to know that the Official Vocabulary Scheme had at last been cancelled. What the new rules consisted of would be known locally in the course of a mail or two.

PROHIBITION OF HONGKONG COOLIE IMMIGRATION AT SINGAPORE.

The Secretary reported that the following reply had been sent to the Singapore Chamber in answer to their letter of the 12th June read at the last monthly meeting:—

Hongkong, 30th July, 1903.

Sir,—I am directed to acknowledge the receipt of your letter of the 12th ultimo, stating your Chamber's reasons for supporting the recent action of the Straits Government in prohibiting the immigration of coolies from Hongkong, and enclosing the correspondence in relation thereto.

The Committee of this Chamber have considered your inquiry as to whether some means of examination of Chinese passengers could not be devised of a more stringent nature than at present exists in order to reduce to a minimum the chances of plague cases occurring on the voyage or on arrival at your port, and they are of opinion that no examination before leaving this port would be found adequate to prevent cases of plague occurring on the voyage to Singapore.

I am to point out that the passage money is the only benefit derived by this Colony from this coolie traffic, and the profit on it is not large enough to allow of any further expenses being incurred by the steamship owners. Neither can the emigrating coolie afford to do anything in this direction through want of necessary capital.

My Committee feel compelled therefore to suggest that if Chinese labour is necessary in order to supply the labour market of your Colony, it would doubtless be to the advantage of the Singapore community to found a segregation camp on one of the numerous adjacent islands where the coolies could be landed free of any further cost or delay to the carrying steamer. The transfer of the coolies into Singapore could then be regulated in accordance with the requirements of your Colony and at the expense of those employers of labour.

Information was received from H. E. Sir Ernest Satow on the 7th instant in answer to a telegram of the previous day to Peking a reply had been received, stating that the Mackay Treaty ratifications were exchanged at Peking on the 28th July.

BRITISH COMMERCIAL TREATY OF SHANGHAI 1902.

Information was received from H. E. Sir Ernest Satow on the 7th instant in answer to a telegram of the previous day to Peking a reply had been received, stating that the Mackay Treaty ratifications were exchanged at Peking on the 28th July.

No such facilities are at the disposal of this Colony; land is scarce, and the cost of guarding, feeding and shipping the coolies to and from an island camp near here would be more than the trade is worth to the shipping owners, and my Committee could not therefore recommend the Government or the shipping interests to embark on any such undertaking.

My Committee desire me to express their appreciation of the friendly nature of your inquiry and to inform you that they will be pleased at any time to discuss this or any other matter having for its object the well-being and furtherance of the trade between the two Colonies.—I have, etc.,
(Sd.) A. R. LOWE, Secretary.

ALEX. GUNN Esq., Secretary, Chamber of Commerce, Singapore.

The Chairman said that it was now understood the demand for coolie labour in the Straits Settlements was apparently causing the Singapore Chamber to take the matter up on their own account.

STORM WARNINGS.

The following from the Colonial Secretary was read:—

Hongkong, 23rd July, 1903.

Sir,—With reference to the concluding paragraph of my letter of the 2nd instant, I am directed to make the following observations on the suggestions referred to in the last paragraph of your letter of the 25th ultimo.

1. There does not appear to be any practical Signal Stations at Cape Collinson and Green Island. There is no telegraph to either of these places nor direct communication by telephone, and it is probable that a vessel which missed the signal at Blackhead's Hill would miss it at the proposed stations owing to the time taken up in transmitting the information. Moreover, information by telephone is liable to error and the signal could not be verified from the Observatory.

2. I am to invite the attention of the Chamber to Government Notification No. 445 of 25th October, 1890, which has never been abrogated. It contains the following under the head of Meteorological Signals:—

"Masters of vessels who regularly send their observations to the Observatory may, whenever necessary, call at the Telegraph Co.'s Office in Queen's Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point, which is connected with the Observatory through a telephone line."

This notification will be reprinted in a new typhoon signal notice, the words underlined in red ink being omitted and the following words substituted:—"and or their agents." This arrangement appears to be all that is necessary and involves no additional expenditure.

3. Observations from Haian are supposed to be received twice daily from the Imperial Maritime Customs Authorities at Hoihow, but they rarely arrive in time to be of any use. Repeated representations have been made in the matter. The fault appears to lie with the Chinese Telegraph officials who are responsible for forwarding the messages. Fresh representations are now being made.

4. Observations are telegraphed twice daily from the various stations by which the Observatory is supplied with information. The morning observations are received between 9.30 and 11.30 a.m. and the afternoon observations between 4.00 and 7.00 p.m. It is not possible to make any better arrangement.

5. The Observatory is well equipped, and the Acting Director reports that he has never known an application for new and improved meteorological instruments to be refused.

6. With regard to the publication of information offered by other Observatories, I am to refer you to the remarks contained in paragraphs 3 and 4 of my letter of the 31st July last.—I have, etc.,
(Sd.) F. H. MAY, Colonial Secretary.

After some discussion it was decided to let the matter drop unless subsequent events made it necessary to again ask the Government for the additional facilities desired.

REDUCED TELEGRAPH CHARGES.

The following letter was read:—

Eastern Extension, Australasia and China Telegraph Co., Ltd.,
Great Northern Telegraph Company, Ltd.,
Hongkong Station, 24th July, 1903.

Dear Sir,—I have to inform you, for the information of your Committee, that, from the 15th instant, the rate per word charged on telegrams to Europe (except Russia and Caucasus) will be reduced from Fcs. 7.00 to Fcs. 5.50 and the currency rate, which is subject to revision, will be reduced from \$3.35 to \$2.65.—Yours etc.,
(Sd.) J. M. BECK, Superintendent.

The Secretary,
Hongkong General Chamber of Commerce.

The Chairman said it was satisfactory to have to record the reduction in rates, the advisability of which had been urged by the Committee on the Companies concerned for some years past.

CHINA AND AUSTRALASIAN ROUTE TO EUROPE.

A circular letter was laid on the table which had been received from the North Australian League drawing attention to the resolutions passed by the Council of the League on the 25th May last and forwarded to the Imperial Postmaster General in London, favouring the conveyance of mails by the Siberian railway in conjunction with the Adelaide-Port Darwin railway, and a fast steamer service between Canton or Hongkong and Port Darwin.

BRITISH COMMERCIAL TREATY OF SHANGHAI 1902.

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PROPOSED NEW ON TAX FOREIGN OPIUM AT CANTON.

The Chairman said that information having been received that the Canton Viceroy proposed to institute a new tax of Tls. 57.60 per chest imported into Canton on the same lines as proposed last year, a telegram was despatched on the 28th ultimo to the British Charge d'Affaires at Peking protesting against the tax and a letter giving full particulars was sent on the following day to the British Embassy there.

Copies of this letter were also sent to the Hongkong Government and Mr. Consul-General Scott, and both had since acknowledged their receipt.

It had since been ascertained that the Viceroy had apparently reconsidered his proposal to carry the new tax into effect and it was probable therefore that the prompt representations which had been made to Peking by the Chamber would have the desired effect of stopping the attempt to tax boiled opium.

THE TELEGRAPH COMPANIES AND CUSTOMERS' DEPOSIT.

Correspondence from several members of the Chamber was laid before the Committee regarding the recent arbitrary request of the Joint Telegraph administration requiring each firm to deposit in a certain Bank in the name of the administration a sum of money equivalent to one month's expenditure in telegrams.

After some discussion as to the advisability of making any representations to the Companies it was decided to take the matter up as desired by the applicants with a view to more satisfactory arrangements being made or reversion to the former practice.

VACANCY ON THE LEGISLATIVE COUNCIL.

Read letter dated 4th inst. from H.E. the Governor requesting the Chamber to call a meeting of the members to nominate a temporary member of Council during the absence on leave of the Hon. R. Shewan.

The Secretary reported that a special general meeting of members had been called for Wednesday, the 12th inst., at 3.30 p.m., and that the following candidates had been proposed in accordance with the rules:—1. Mr. H. E. Pollock, K.C., Proposer, Mr. D. R. Law, Second, Mr. N. A. Siebs, 2. Mr. E. A. Hewitt, Proposer, Mr. J. H. Lewis, Second, Mr. E. W. Mitchell.

IMPORTATION OF SUGAR INTO GREAT BRITAIN AND IRELAND.

The following information was furnished to the Chamber by the Government on the 29th ultimo:—

"Brussels Sugar Convention.—All sugar imported into United Kingdom after 1st September must have certificate of origin. This does not apply to sugar which has been used in preparation for such articles as biscuits, chocolates, jam, preserved fruit and confectionery. All sugar imported into other signatory States all require certificate of origin, but H.M.'s Government does not yet know what these States may require with regard to articles in the preparation of which sugar may be used."

CONTROL OF STEAMSHIP LINES.

Whatever may be the ultimate fate of Mr. Morgan's most recent "creation," the international steamship trust, it is quite evident that the public and the Government of Great Britain are seriously concerned lest that, or some future combination on similar lines, may impair the supremacy of Great Britain on the high seas. A special meeting of the shareholders of the Cunard Company has been called to consider a change in the articles of association, for the purpose of preventing any foreigner from ever becoming a director or principal officer of the corporation. It is also proposed to increase the capital of the company by the issue of a new class of stock which can be held only by persons approved by the Government.

It is obvious that these proposed changes constitute the rankest kind of "protection" far more drastic than any protective measure ever proposed in the United States. Protection, at least as understood by free traders, is any interference by Government with private trade whereby any home industry is promoted to the detriment of foreign competing industries, with the intended result that the industry involved shall be controlled by subjects of the protecting country. Protection does not necessarily take the form of customs duties, or direct or indirect bounties. Any device which accomplishes the purpose is protection. No people whose home markets are valuable will long advocate free trade after becoming convinced that they cannot endure competition. The impulse is irresistible to get under cover. Hitherto for generations there has been perfect confidence in Great Britain in respect to the power of British capital to control any industry to which it may be directed. Evidently there is now fear that foreign capital may now or soon get control of the most sacred of British industries and appropriate protective measures are proposed to prevent it. And the measure proposed—except in the improbable contingency that the existing articles of incorporation provide for it—is one which could not be carried through anywhere in the United States against the wish of any stockholder. If effected, the value of the stock will be impaired, since control, even of a full majority of the stock, does not necessarily carry the power to name the director of the stockholders' choice. The introduction of Government stockholders is unjust to other stockholders if admitted on equal terms without unanimous consent of the present stockholders, for it makes a material change in the relations of stockholders to the management. The project will presumably be carried through, if the British Government deems it nationally necessary, which merely shows that logic and consistency count for very little in the presence of a scare.

S. F. CHRONICLE.

DECLINING TRADE AT NEWCHWANG.

As has been already reported, the arrivals of large white beans (daiyu) and oil cake at Newchwang from the interior are declining to a very serious degree. On the authority of Mr. Kamoto, chairman of the Hakodate Chamber of Commerce, who recently returned from a tour of inspection in North China and Manchuria, the Asahi writes that the quantities of beans sent down in boats on the Liao River to Newchwang are now almost nil, and most of the oil factories in Newchwang are finding it necessary to suspend business. Various rumours are in circulation assigning reasons for the non-arrival of beans at Newchwang. Some attribute it to the hesitation of merchants to buy stock, while others consider that the shortage is due to wilful obstruction at Liao-yang, Tientsin and other places. At all events the non-arrival of the usual quantity of beans and oil cake has become a serious matter. It is pointed out that this, the principal product of Manchuria, cannot be stored in godowns in the interior for a lengthy time. It must be placed on the market, and it is considered certain that when the cereal is dispatched to the port it will be absolutely necessary for it to be transported by the Eastern China Railway. In that case the price must rise, which will make it almost impossible to import beans and oil cake into Japan at a profit.

THE NEWCHWANG BRANCH OF THE MITSUI BUSSAN KAISHA.

The Newchwang branch of the Mitsui Bussan Kaisha has been instructed to be ready to temporarily close business and withdraw from the port at a moment's notice, the reason being that the bean trade at Newchwang is absolutely worthless at the present time. The bean and oil cake business is practically the only branch of trade carried on by the Mitsui Bussan Kaisha at Newchwang.

THE YONG-AMPHO QUESTION.

The Kobe Herald learns from a Seoul despatch of the 15th inst. to the Osaka Mainichi that Mr. Hayashi, Japanese Minister to Seoul, has lodged a strong protest with the Korean Government against the alleged lease of Ryong-an (Yong-am) to the Russians. The Minister has warned the Korean Government that the friendly relations which have ruled between Japan and Korea for hundreds of years past will be jeopardised if the latter fails to cancel the lease.

The Asahi's correspondent, writing on the 15th, says the protest lodged with the Government by the Japanese Minister on the 14th inst. warns Korea that the lease of Ryong-an to Russia is tantamount to establishing a Russian Concession at the place and Japan will either claim the same privilege or will take other measures to protect Japanese rights in Korea.

The British Minister to Seoul, who lodged a warning with the Korean Government in regard to the Ryong-an affair some days ago, has now demanded the opening of the place and neighbourhood to foreign trade. The Japanese Minister has also lodged a warning with the Korean Government. From what can be learned the British and Japanese Governments have taken up a very firm attitude in this matter. It is time they did.

Mr. Jordan, British Minister to Seoul, has forwarded an official warning to the Korean Government and declared that Great Britain will regard Ryong-an and neighbourhood as an open port if the Government sanctions the Russian aims in the district.

DEVELOPMENTS IN THE PHILIPPINES.

The completion by the Government of a system of submarine telegraph cables joining the islands in the Philippine archipelago with Manila is another important benefit which the inhabitants have derived through American occupation. The system comprises 1,500 miles of submarine cable and 5,000 miles of land wire. The work has been performed by the signal service of the Army and the entire system is owned and controlled by the Government. But the people get the fullest benefit out of it, because the rates for private messages are reduced to the mere cost of maintaining the system. Jolo, in the Sulu group, the remotest part of the archipelago, is brought by this telegraphic cable system within three minutes of Manila. Under the Spanish regime these two points were three days' journey apart. The system is proving a great aid to inter-island commerce, all business being now transacted between Manila and other points in the archipelago by telegraph. At the main office in Manila 50,000 words a day are being handled.

During the few years the Philippines have been under American jurisdiction more have been done for them in the way of supplying them with the beneficent agencies of modern civilization than the Spaniards did during the 400 years in which they held sway over them. They might have remained another 400 years under Spanish sovereignty without enjoying many of the boons of civilization with which Americans have already supplied them. The Filipinos are doubtless beginning to realize the benefits accruing to them through the change of rule. All of the islands seem to be in a perfect state of peace. When the Constitution and the laws of the country are extended to them, as they should be, they will probably be ready to take their place in the national organism as Porto Rico has done, and proceed with a similar development of their natural resources with the full realization that the change of national relationship was the most fortunate thing that could have happened to them.

CAPTAIN R. PHILLIPS, whose untimely death from cholera is recorded in another column, was very well known and popular in the C. Co.'s service and with all who had travelled with him. He commanded the Tanager one time, and was for some time in command of the Pekin on the Ningpo line. His was at home, with a baby whom he had seen, and he had been granted leave to visit his home himself later on in the year.

chief engineer, "Wulie Campbell," was of the best-known and most popular of members of the mercantile marine on coast. All round, he was one of the staunchest members of the St. Andrew's Society and a keen footballer and golfer and most deeply regretted by hundreds of friends here and at other ports. There is much sorrow in Shanghai at the terrible and unexpected calamity that has visited Butterfield Swire's popular steamer, and there is much anxiety to learn the details of the catastrophe.—N. C. D. News.

THE LATE MR. A. W. S. O'SULLIVAN.

It is with the sincerest regret that the people of the Straits, both here and at home, will hear of the death of Mr. A. W. S. O'Sullivan, the Assistant Colonial Secretary, who expired suddenly at his residence this forenoon (says the Straits Times of the 17th inst.). The case is all the more deplorable as having occurred practically on the eve of Mr. O'Sullivan's departure to accept the Colonial Secretaryship of the island of Trinidad, where, it was expected, his admirable administrative abilities would very probably evolve some definite sense of order out of the chaos which chronically reigns there supreme. Mr. O'Sullivan has been identified with the Government of these Settlements for nearly twenty years, and the number of his friends was legion. He was professionally an able and thorough official; a linguist of no mean ability he had, apart from his knowledge of the more generally known European modern languages and the Classics, acquired proficiency in the Service of Malay, two dialects of Chinese, Tamil and Dutch. Despite all this he found time to be one of the most genial of Irishmen, and was popular with everyone he met. His death leaves many true mourners, whose sincere sympathies are now with the bereaved widow of the good man whose untimely and sudden death it is our sad duty to record to-day.

SINGAPORE AND SIAM TRADE.

A special correspondent of the Manchester Courier writes from Singapore:—"Trade in Siam is no better than it is in Singapore. The rise in Silver has done away with the profit in exchange, which merchants in Siam made when remitting to Singapore, and now they have to pay a premium for remittances. It is said that the Siamese Government contemplates raising a local loan in ticals, which, if successfully floated, will reduce to a considerable extent the number of ticals in circulation, and this will enable the Siamese Government to further raise the gold value of the tical."

"There is no further news to give regarding the aims of France in Siam; information on that subject is more readily obtainable in Europe than here, and for that reason the Manchester and London Chambers of Commerce should keenly watch the diplomatic movement of France, and make prompt representations to the Foreign Office when any action is threatened that is likely to be prejudicial to British trade interests. That France is desirous of exacting further concessions from Siam is well known, but beyond the fact that almost all concessions which France may obtain will be inimical to British trade it is not known precisely what is to be feared. It cannot be too widely known that Siam is the mainstay of Singapore as a trading centre, and that France is ever in a position to close that market to British goods and make it, like Cochinchina, a preserve for French manufacturers; half the import houses in Singapore could put up their shutters."

THE INTERNATIONAL CURRENCY COMMISSION.

A Berlin cablegram to an American exchange dated the 16th ult. reports that the American and Mexican international Silver Exchange Commission met the representatives of the German Government for their first conference that day. Germany was represented by President Koch and Director Lumm of the Reich bank. Privy Councillor Dembois of the Imperial Treasury, Count von Rodern of the Prussian Finance Ministry, Professor Heffrich of the Colonial Bureau, Roland Lucke of the Deutsche Bank, Arthur Salomonssohn of the Disconto Gesellschaft and Franz Urbig of the German Asiatic Bank.

The conference lasted an hour and was adjourned until the 18th ult. The correspondent learns that Germany's representative recognize the desirability of fixing the rate of exchange between silver and gold coins, but regard a scheme in that direction merely as a pious wish. From trustworthy German source, the correspondent is informed that the British and French Governments flatly refused to obligate themselves to the purchase of a fixed amount of silver yearly for Indian and colonial coinage. This one of the Commission's proposals, intended to stabilize the ratio between silver and gold.

For many years the delegates recognize absolutely nothing is possible with the co-operation of Great Britain and France, and it is believed here that the Commission's work lead to the calling of an international conference.

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TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

River Steamboat "Tak Hing" loses Propeller

AND IS BEACHED.

(From Our Correspondent.)

SHAMEN, 24th August, 9.30 a.m.

The new river steamboat *Tak Hing*, belonging to the Joint River Steamboat Co., trading to Wuchow, lost her propeller on the trip yesterday. She has been beached on the Salt Flats. The s.s. *Nanning* of the same Companies went to her relief. The cargo and passengers on the *Tak Hing* were transferred on board the *Nanning* this morning.

The following reference was made by the Chairman (Hon. C. W. Dickson) of the H.K. Canton and Macao Steamboat Co. to the s.s. *Tak Hing* at the meeting of shareholders held on the 4th inst.: "It has appeared to your directors advisable to provide further tonnage for the West River trade, and they have joined with the China Navigation and Inland China Companies in acquiring the steamer *Kwong Ming* renamed *Tak Hing* in run between Canton and Wuchow in conjunction with the *Nanning* and *Sinman* until such time as a new steamer contracted for with the Hongkong and Whampoa Dock Company is completed, and the question of again taking up the trade between this Canton and the West River is also under consideration."—Ed., H.K. T.

The "America" Cup.

RESULT OF THE FIRST RACE.

"RELIANCE" BEATS "SHAMROCK III."

August 23rd, 1903.

We have been courteously favoured with the following copy of a telegram received by the local representative of the Sperry Flour Co. giving the result of the first race for the "America" Cup:—

"The first race for the 'America' Cup was sailed over a course 15 miles to windward and return in a moderately steady breeze and was won by *Reliance* by between two and four minutes."

[The above telegram was issued as a Special Extra to the *Hongkong Telegraph* at 10.45 a.m. yesterday (Sunday).—Ed., H.K. T.]

(Reuter's.)

The "America" Cup.

LONDON, 21st August.

The first race for the "America" Cup was over a course of fifteen miles to windward and back; the wind was six knots. The *Shamrock* started thirty-six seconds ahead; an hour later the *Reliance* passed her, and before the outer mark was reached, led by a mile, the wind dropping.

LATER.

The *Shamrock's* performance is considered disappointing, but the wind was fluky and it is expected that the coming contests will be close.

The *Reliance* has won the first race.

Illness of Lord Salisbury.

There is little hope of Lord Salisbury's recovery.

LATER.

Lord Salisbury is slowly sinking.

August 22nd.

Lord Salisbury is dead.

Canada and Japan.

Canada is negotiating a commercial treaty with Japan.

The Near East.

The rumours of the Bulgarian mobilization are semi-officially denied, but the Bulgarian press is bellicose.

August 22nd.

A revolution has broken out in Eastern Adrianople close to the Bulgarian frontier; this is an alarming development as the Turks are certain to send a large force which will necessitate strengthening the Bulgarian troops on the frontier and render a collision possible.

The insurgents have captured and burned Vasiliko and twelve villages in the vicinity.

(Kobe Herald.)

The Russian Ukase.

London, Aug. 14th.

The *Times* comments strongly upon the action of Russia in creating a dictatorship instead of evacuating Manchuria.

The *Standard* declares that England and Japan must obtain some concession equivalent to this flagrant violation of Manchurian territorial integrity.

Vienna, August 14th.

Mr. Kurino, Japanese Minister to St. Petersburg, is busy exchanging calls with the Russian Foreign Minister. It is believed that negotiations with regard to the Manchurian affair have been commenced. At one time it was believed in Berlin that Japan and Russia would come to blows, but now it is generally believed that an amicable settlement will be arrived at.

The Rebellion in Turkey.

London, August 14th.

Fighting continues in the Balkans; it has been confirmed that Boris Saroff is personally directing the insurrection.

Indignation in Japan at Russia's Aggression on Korea.

The leading Japanese journals vehemently denounce the manner of the Russian aggression on land at Yung-Ampho as a plain violation of Korea's sovereignty.

Korea's weak, or *post facto*, connivance in this destroys all security for the preservation of Japan's legitimate interests.

The journals urge the adoption of resolute measures to restore the balance, and insist that Japan's uniformly tolerant attitude toward Korea creates opportunities of which Russia takes unscrupulous advantage.

It is understood that the Japanese Government is protesting strongly against the ratification of the lease to Russia of the land at Yung-Ampho, reserving the right to take suitable measures in the event of her protest being disregarded.

Mr. Chamberlain's Zollverein.

London, 19th August.

The Congress of Chambers of Commerce at Montreal has passed a resolution that the Colonies should contribute to the cost of Imperial Defence, with the reservation that Canada should adopt her own method of carrying this out.

Mr. Arnold-Forster on the Fencio.

London, 19th August.

Mr. Arnold-Forster, Secretary to the Admiralty, speaking at Belfast, said that, while he believes in Free Trade, he has been studying the question intensely since Mr. Chamberlain raised the matter, and is now convinced that a very great alteration of our present system is needed.

The War Party in the Ascendant at St. Petersburg.

London, 18th August.

The promotion of Admiral Alexieff to the Viceroyalty of the Far East is considered to be a triumph for the war party in Russia. Admiral Alexieff is the leader of the faction which advocates holding the Russian gains in the Far East at any cost, and which favours heavy expenditure at Port Arthur.

THE SILVER COMMISSION.

A Berlin wire states that the proposals put forward by the American and Mexican Delegates for the settlement of the China Currency Question are to the following effect:—First, the establishment of a national Chinese silver currency, founded on a fixed ratio between silver and gold of thirty-two to one; secondly, the introduction of a currency, similar to that suggested for China, in its many Colonial possessions of European Powers as possible, and in other silver-using countries; thirdly, each Government to make regular purchases of the silver really required for coinage purposes, as the chief means of maintaining the disparity between silver and gold coins in the countries indicated.

At the meeting held on 21st ult. under the presidency of the Director of the Reichsbank, Dr. Koch the conference adopted the following resolutions:—

(1) The introduction of a universal standard currency in China, as a perfect legal tender is urgently desirable. The advantages of a reform of this character for China, as well as for the countries which have a gold standard, would be immensely increased if it were practicable to fix the standard value of silver coins in relation to gold. In order to achieve this object it would appear to be imperative that the coinage of the new silver currency should not be left out of the hands of the Government and that at the outset of the reform the Chinese Government should adopt all those measures which would enable it to exercise an influence upon foreign rates of exchange.

(2) In countries with a silver currency the exchange value of silver coins will continue to depend upon the national economic condition and upon commercial relations with other nations. It is, nevertheless, desirable that a standard relationship between the gold and silver coinage should be established in the minds of those countries which in future adopt a gold standard for their currency, and that this relationship should be fixed at something like 32 to 1, provided that no further serious alteration in the price of silver takes place.

(3) The introduction of a system of gold values in countries with a silver currency by means of a silver coinage with unlimited validity as a legal tender, but with a steady gold rate of exchange, would materially promote the development of those countries, and would increase their commerce with countries which have a gold standard. It would likewise extend the opportunities for the profitable investment of capital throughout the whole world.

(4) The fluctuations in the price of silver might, to a certain extent, be restricted by an intelligent regularity in the purchases of silver by Governments for mintage purposes. This regularity would be desirable, and recommended to the different countries so far as their legislation with reference to coinage and their monetary necessities do not stand in the way.

On the other hand, an alteration of the currency laws of the countries with a gold standard, and, in particular, the adoption of international bi-metallicism, is neither contemplated nor is it regarded as hopeful. It would further be desirable, in the interest of steadiness in the price of silver, that in those countries in which the industrial manipulation of silver is subject to taxation this taxation should be abolished or reduced.

The delegates of the German Government, also, had a declaration incorporated in the protocol of the proceedings, in which it was stated: "In the German Colonies, with the exception of East Africa and Kiaochow, money is reckoned in Imperial German marks. It is therefore for urgent reasons adopted it would probably be advisable that in the case of future purchases of silver for use in protectorates the principle laid down in Resolution 4 should be followed."

Over a hundred persons, including Dr. Koch, several high officials of the Imperial Office, the managers of the chief Berlin banks, and many other prominent members of the Berlin Society, accepted the invitation of the American Chamber of Commerce in Berlin to meet the members of the American and Mexican Commissions on international exchange at the Savoy Hotel on the evening of 21st ult. The ex-Consul General Kreissmann, President of the American Chamber of Commerce, welcomed the guests. Mr. Hugh Hanna, President of the American Commission, explained the attitude of the United States in regard to the question of establishing a fixed ratio between gold and silver. Dr. Koch declared that a solution of the question was to be desired, though rather in the interests of Mexico, China, and other silver countries, than in that of England, Germany, and the gold States. He added that such a solution represented one of the most gigantic tasks of the present time. The fixing of a permanent ratio between gold and silver would undoubtedly benefit the international commerce of all States, but it was difficult to predict whether the question was likely to be solved, in view of the colossal difficulties that stood in the way.—*L. G. C. Express.*

JUSTICE.

No matter how we grumble at the failings of the 'Board,' We hold it no discredit to confess, In spite of gibe, good-humoured and the lightly spoken word,

We believe they've really done their level best. They may not have succeeded in eradicating quite

The malaria of which they went in quest, But we count it to their credit that they made a gallant fight,

And though they didn't win, they did their best. We ought not to remind them that mosquitoes have a sting,

(They have carried on the war without a rest.) And taunting them with failure isn't quite the proper thing,

When we feel convinced they've done their level best. There has been a diminution of the cases; that alone

Should be their sincerity the test; And the most censorious critic must be taught prepared to own,

That a man can do no better than his best. DOLLY.

R. A. O. R. KING EDWARD VII. LODGE.

The officers and members of the R. A. O. R. King Edward VII. Lodge No. 910 entertained a large number of friends to a most enjoyable picnic, three large lunches leaving Blue Building Pier at 1.30 p.m. yesterday with a party of 310 proceeded to Capatmoon where all landed and were photographed in a group by Mr. Clark, photographer, of No. 4, Lee House Street. Sports were then indulged in, after which the entire party sat down to tea. Every one expressed himself as thoroughly delighted with a most enjoyable outing. Mr. Santo kept the children highly amused with his very funny antics.

The following is the programme of sports:— Boys Race, 100 yds. 1st—A. Sammy

Girls Race, 100 yds. 1st—May Hake Single Men's Race

1st—Mr. Lawrence Married Men's Race

1st—Mr. Ashford Married Ladies' Race

1st—Mrs. Ashford Ladies' Nomination Race

1st—Mr. & Mrs. Connolly Long Jump

1st—F. Lang.

KWANGIUNG NOTES.

VICEROY TSEN CHUN-HSUEN.

A Canton dispatch states that although Viceroy Tsen has only arrived at his new post but nine or ten weeks, he has denounced to the Throne and succeeded in cashiering and dismissing from office no less than seventy-one civil and military mandarins of Kwangtung province and less than eighty-nine belonging to Kwangsi province, the last named province including many of the most important, the Governor, the Provincial Treasurer, the Commander-in-chief, three Tao-tais and several general officers. In so great a feat Viceroy Tsen held by dishonest and incapable officials in the South that the slightest hint that he had been heard making inquiries about them recently caused a ridiculous panic, resulting, in at least one case, in the death by suicide of one case, in these dishonest mandarins.

THE CA TON-FATHAN RAILWAY, which is a part of the Canton-Hankow Railway, according to a Canton letter, is to be completed by the middle of November next. The distance is about twelve miles and the line is to be opened to traffic soon after completion.

MORE REINFORCEMENTS FOR VICEROY TSEN. A Nanking dispatch reports that Viceroy Wei Kuang-tan of that city, in obedience to special commands of the Throne, had in response to an application for reinforcements from Viceroy Tsen, had detailed a force of seven thousand five hundred men, all armed with modern weapons of precision, to proceed south to Kwangsi. Of this number 4,000 are to go by the sea route from Nanking in Canton, and then via West River to Wuchow and Hsiangchow, while the balance will proceed via Yichow, Hunan province, going down South overland, in order to prevent, if possible, any further interruptions into Hunan province from the Kwangsi border.—*N. C. D. News.*

THE KOWLOON AND CANTON RAILWAY.

Mr. Weir asked the Under Secretary for Foreign Affairs (on the 21st ult.) if he would state when the concession for the proposed British railway from Kowloon to Canton was granted, and the names of the concessionaries; and, in view of the activity shown by the American syndicate in constructing their line from Canton to Hankow, could he explain why the proposed British railway had not yet been commenced?

Lord Cranborne: The British and Chinese Corporation were granted a Preliminary Agreement for the concession on March 29, 1888. The line has since been surveyed. This instrument provides for a Joint Agreement to be signed in terms corresponding with those of the Shanghai-Nanking Railway Concession. The latter has only recently been concluded.

NEW JAPANESE GUNBOAT.

Messrs. John Thornycroft and Co. of Chiswick, have just created a record in shipbuilding. On April 3 last they received an order from the Japanese Government to build a shallow draught river gunboat for service on the Yangtze River, as quickly as possible. The vessel was launched last week, says the *L. G. C. R.* (24th ult.), and on 18th inst. she did her speed trials on the river, running up to 14 knots an hour, or 1 knot above the contract stipulation. A little over three months were occupied in her construction. On 24th, Sir John Thornycroft, the chairman of the company, invited the foreign naval attaches in London, and other naval experts to meet the members of the Imperial Japanese Naval Commission at present in this country, to attend the final trial of the new gunboat. The run was from Westminster to Gravesend, and in every respect the vessel proved satisfactory. She has been built on very similar lines to those of H.M.S. *Woodcock* and *Woodlark*, which were supplied to the British Government for service on the Chinese rivers in 1898. The length of the vessel is 145 ft., with 24 ft. beam, and a ft. draught fully loaded.

HONGKONG POST OFFICE.

In the House of Commons on the 16th ult., Mr. Weir asked the Secretary of State for the Colonies if he will state the cause of the delay in the erection of a new post office at Hongkong.

Mr. J. Chamberlain: Designs for the new post office were called for on December 5 last, and competitors were given to March 31 last to send in their designs. It will obviously take some time to make a final selection; and I do not think that there has been any undue delay in proceeding with this work.

GOVERNORSHIP OF HONGKONG.

On the 16th ult., in the House of Commons the following question was asked: Mr. Weir: I beg to ask the Secretary of State for the Colonies whether, in view of the approaching termination of the appointment of the present Governor of Hongkong and the Imperial importance of the Colony in its relation to China, he will consider the expediency of appointing a governor of wide experience to succeed the present officer administering the Colony.

Mr. J. Chamberlain: Sir H. Blake's appointment does not expire till November, 1904. It is always my desire in recommending the appointment of a governor for any colony to endeavour to secure the services of a gentleman of experience.

THE ORIENTAL HOTEL SOLD.

We hear on good authority that the Orient Hotel, Ltd., at Manila, shares in which concern are also held locally, has been sold. We are unable to ascertain the amount at which this valuable property has changed hands. There was quite a little boom in the share market 1 day in this stock, the quotation rising to 345; the closing rate on Saturday was 350.

COMMERCIAL.

TODAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 101 1/2 Bank Bills, on demand 101 1/2 Credits, 4 months' sight 101 1/2 D'ments 4 months' sight 101 1/2 ON BERLIN, (demand) 101 1/2 ON PARIS, Bank Bills, on demand 101 1/2 Credits, 4 months' sight 101 1/2 ON NEW YORK, Bank Bills, on demand 101 1/2 Credits, 30 days' sight 101 1/2 ON BOMBAY, Telegraphic Transfer 101 1/2 On demand 101 1/2 ON SHANGHAI, Telegraphic Transfer 101 1/2 Private 30 days' sight 101 1/2 ON YOKOHAMA, T.T. 101 1/2 Sovereigns, Bank's Buying Rate 101 1/2 Gold Leaf 100 touch, per tael 57 1/2 Bar Silver 57 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:— Per chest MALWA NEW 920 LAST YEAR 940/960 OLDEST 1,000/1,030 PATNA NEW 7,000/7,030 OLD 1,080 BENARAS NEW 1,070 OLD No Sales PERSIAN (PAPER) No Sales

To-day's Advertisements.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN," Captain H. Flaming, will be despatched as above on or about THURSDAY, the 27th instant.

To be followed by the s.s. "NORDKYN,"

Captain A. Beer, on WEDNESDAY, the 30th September.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 24th August, 1903. [889e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (th. FCT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA," Captain Cragliotto, will be despatched as above on SATURDAY, the 19th September, P.M.

This steamer has capacity for 100 passengers. Electric light and cinema a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 24th August, 1903. [963e]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, BENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 26th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. LIMITED, Agents.

Hongkong, 24th August, 1903. [1033e]

Company's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from BRUCE SHEPHERD, Esq., J.S.O., to Sell by

PUBLIC AUCTION,

on SATURDAY, the 29th August, 1903, at 2.30 P.M., within his residence,

"HAYTOR," 21, PLANTATION ROAD, PEAK, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

therein contained, comprising:— TEAKWOOD CABINETS, SIDEBOARD with BEVELLED GLASS, DINNER WAGON, TEAKWOOD DRESSING TABLES with REVELLED GLASS, HAT-STAND, DOUBLE IRON BEDSTEAD with WIRE MATTRESSES, CROCKERY and GLASS WARE, PICTURES, CHAIRS, &c., &c.

N.B.—Attention is drawn to several pieces of this Furniture, viz.:—Two Cabinets, Sideboard, Dinner Wagon, Two Dressing Tables, Hatstand, &c., as they were recently manufactured to the Vendor's order in Teakwood from specially selected designs and are practically new.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 24th August, 1903. [022e]

NOTICE TO MARINERS.

No. 174 (SPECIAL)

CHINA SEA.

SHA GHAT DISTRICT.

SOUTH CHANNEI, ENTRANCE TO THE YANGTZE.

INTEND TO CHANGE IN THE POSITION OF THE KIUTOAN LIGHT-VESSEL AND THE LIGHTING OF THE FAIRY WRECK.

NOTICE is hereby given that, in consequence of the extension to the southward of the Middle Ground, the Kiutoan Light-vessel will be shifted, on or about the 11th September next, to a position one mile N. 65° 30' W. of her present Station.

And, that the Fairy Wreck unlighted Buoy, will be replaced by a Gas-lighted Bell Buoy, with a conical superstructure, painted Green, bearing the word WRECK in white letters and showing an occulting White light every 6 seconds, thus: Light 4 seconds, Eclipse 2 seconds.

NOTE.—The bearing of the Kiutoan Light-vessel from the "Longsha" will be N. 62° 55' W. as against N. 62° 37' W. and the Fairy Wreck, marked by a Gas-lighted Bell Buoy, will lie in a direct line between the two light-vessels, on which line the best water over the flats is to be found.

The bearing of the S.E. Knoll Gas-lighted Buoy from the Kiutoan Light-vessel's new position will be N. 36° 05' W.

DIRECTIONS.—Vessels should still pass to the northward of the Kiutoan Light-vessel. Those inward bound hauling up N. 3° 00' W. or the S.E. Knoll Buoy as soon as they have passed her.

Further information can be obtained at the Coast Inspector's Office.

All bearings given are magnetic.

T. J. ELDRIDGE, Acting Deputy Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Sham-hai, 17th August, 1903. [1030e]

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, will be despatched as above on WEDNESDAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th August, 1903. [915e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, on THURSDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAIR & Co., General Managers.

Hongkong, 24th August, 1903. [1031e]

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG," Captain S. J. Payne, will be despatched as above on WEDNESDAY, the 26th instant, at 4 P.M.

This steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th August, 1903. [1032e]

SS "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW AND LIVERPOOL	"JASON"	On 17th September.
GLASGOW AND LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW AND LIVERPOOL	"CALCHAS"	On 1st October.

S.S. "GLAUCUS" has arrived and leaves for Shanghai to-morrow.

S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

HOMEWARDS.

FROM	STEAMERS	DATE
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 1st September.
MARSEILLES, LONDON & ABERDEEN	"KINTUCK"	On 15th September.
MARSEILLES, LONDON & ABERDEEN	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & ABERDEEN	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON & ABERDEEN	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON & ABERDEEN	"JASON"	On 20th October.
MARSEILLES, LONDON & ABERDEEN	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"DEUCALION"	On 6th September.
	"CALCHAS"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	25th August.
SHANGHAI	"HUPH"	27th "
CHEFOO and TIENTSIN	"KWEIYANG"	29th "
IOILO	"WUANG"	4th September.
MANILA	"CHANGSHA"	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	8th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through-Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	IOILO and CEBU	FRIDAY, 28th Aug., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 29th Aug., at 10 A.M.
RUBI	2540	R. W. Almond	—	SATURDAY, 5th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 26th Aug.
FOR FOCHOW	"ANPING MARU"	J. Goto	FRIDAY, 28th Aug.
FOR TAMSUI (DIRECT)	"DAIJIN MARU"	T. Ogata	MONDAY, 31st Aug.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	WEDNESDAY, 2nd Sept.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 4, Des Voeux Road Central.

Hongkong, 24th August, 1903.

T. ARIMA, Manager.

[1903]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer "KWONG CHOW,"

4,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 A.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted by electric light.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be dispatched for the above Ports, TO-MORROW, the 25th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers.

Hongkong, 24th August, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAIRANG,"

Captain M. Courtney, will be dispatched for the above Ports, TO-MORROW, the 25th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th August, 1903.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SAMBA,"

Captain Schmidt, will be dispatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 22nd August, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,269	FRIDAY, 28th August, at Noon.
ROSETTA MARU	H. S. Smith	3,876	WEDNESDAY, 2nd Sept., at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 24th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Call at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be dispatched for the above Ports, on WEDNESDAY, the 25th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th August, 1903.

Intimations.

CURES
MEN & WOMEN
OF ALL
KINDS OF
GONORRHOEA
(Gonorrhea)
AND ALL
KINDS OF
GONORRHOEA
(Gonorrhea)
AND ALL
KINDS OF
GONORRHOEA
(Gonorrhea)SOLD BY CHEMISTS.
Circular mailed on request.The Hongkong Telegraph Co., Ltd.
HONGKONG, 14th January, 1903.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th January, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1.50; Return Ticket, \$2.50.

3rd Class, \$1; Steerage, 30 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market.

The Steamer runs on Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to SAM WANG & CO., LTD., 81, Queen's Road Central.

Hongkong, 24th June, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be dispatched for the above Ports, on SATURDAY, the 29th instant, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 20th August, 1903.

FOR NAGASAKI AND VLADIVOSTOCK.

(Calling at GENSAN).

THE Steamship

"SAVOIA,"

Captain Deist, will be dispatched for the above Ports, on MONDAY, the 31st instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 20th August, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MOGUL".....31st Aug.

"DEANER".....10th Sept.

"SATSUMA".....23rd Sept.

"SHIMOSA".....10th Oct.

"TUDISTAN".....24th Oct.

"RICHMOND CASTLE".....27th Nov.

For Freight, &c., apply to HAMBURG-AMERIKA LINE, Hongkong Office.

HONGKONG, 22nd August, 1903.

Intimation.

SAVARESSE'S
SANDAL
CAPSULES

Not made of Gelatine, most efficacious, because absolutely pure English Oil.

Full directions. All Chemists.

Insist on Savarasse's.

HONGKONG AVERAGE MARKET PRICES.

Corrected 23rd August, 100 cts. per 5 Mts.

BUTCHER MEAT

Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Serjain—Ngau Lau	26
" Sausages—Ngau Yik Chung	10
Dullock's Brains—Know	8
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	45
" Head—Ngau Tau	55
" Heart—Ngau Sum	55
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	16
" Tripe (unadressed)—Ngau To	55
" Calves' Head and Feet—Ngau-chai	55
" Mutton Chop—Yeung Pui Kw	24
" Leg—Yeung Pui	24
" Shoulder—Yeung Shau	20
" Pig's Chittlings—Chi cheong	7
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	12
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	each
" Liver—Chi Kon	16
" Pork Chop—Chi Pui Kwat	24
" Corned—Ham Chu Yuk	22
" Leg—Chu Pui	22
" Fat or Lard—Chi Yau	50
" Sheep's Head and Feet—Yeung Tai	50
" Kerk—Yeung Tai	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	8
" Liver—Yeung Con	16
" Sucking Pigs, To Order—Chu Chai	24
" Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	32
Capons, Large, Small—Sin Kai	30
Ducks—Ap	18
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	each
" Hainan—Hoi Nang Kai	each
Geesse—Ngai	each
Geesse, Wild Shanghai—Sheung Hoi Ye	each
" Ngor	each
Musk Deer—Wong Keng	each
Hare—Tu Chai	each
Partridge—Che Khoo	each
Pheasant—Shan Kai	each
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um Chuan	each
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	each
" Hen	each
Wild Ducks, Shanghai, Sul-ap	pair
Teal, Shanghai, Sul Ap Chai	each
Wild Ducks Canton—Sang Shing Sul	each
Apea	per pair

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	10
Catfish—Chik Yu	11
Codfish—Mun Yu	11
Crabs—Hoi	17
Cuttle Fish—Muk Yu	14
Dab—Sa Mang Yu	12
Dace—Wong Mei Lun	11
Dog Fish—Tui Yu	11
Eels, Congor—Hoi Mau Yu	16
" Fresh water—Tam Sul Yu	14
" Yellow—Wong Sia	24
Frogs—Tien Kai	20
Goroupa—Sek Kai	11
Gudgeon—Pak Kip Yu	11
Herrings—Tao Pak	11
Halibut—Cheung Kwan Yu	11
Labrus—Wong Fa Yu	18
Loach—Wu Yu	28
Lobsters—Lung Ha	20
Mackerel—Chi Yu	18
Monk Fish—Mon Yu	21
Mullet—Chai Yu	20
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	16
Pike—Tau Loo	16
Pike—Fa Pau Poong	16
Plaice—Pan Yu	21
Pomfret, Black—Hak Chong	21
Pomfret, White—Pak Chong	21
Prawns—Ming Ha	32
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	11
Roach—Chun Yu	18
Salmon, (Capon), fresh water—Ma Yau Yu	24
Shark—Sa Yu	10
Skate—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	24
Sole—Tat Sa Yu	22
Tench—Wan Yu	18
Turbot—Cho Hoi Yu	18
Turtles, small, fresh water—Kook Yu	70
White Bait—Ngau Yu Chai	each

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1902.

Shipping.

Arrivals.

Thea, Ger. s.s., 933, Ohlerich, 22nd Aug.—
Cheloo 15th Aug, Gen.—Chinese.
Empire, Br. s.s., 4,406, Helms, 23rd Aug.—
Japan (Kobe) 18th Aug, Gen.—G. L. &
Co.
Anna, Nor. s.s., 773, Olsen, 23rd Aug.—Moj
17th Aug, Coal.—Order.
Onsany, Br. s.s., 1,787, Davies, 23rd Aug.—
Moj 15th Aug, Coal.—J. M. & Co.
Glaucus, Br. s.s., 3,590, Milnech, 23rd Aug.—
Singapore, 8th Aug, Gen.—B. & S.
Daigi Maru, Jap. s.s., 864, Groves, 23rd Aug.—
Tamsui and Formosa 18th Aug, Gen.—
O. S. K.
Telemachus, Br. s.s., 1,347, Williamson, 23rd
Aug.—Saigon 9th Aug, Rice and Flour
—Nam Wo & Co.
Chowla, Ger. s.s., 1,035, Köhler, 23rd Aug.—
Bangkok 17th Aug, Rice, Wood and Gen.—
B. & S.
Kwangle, Ch. s.s., 1,148, Lincoln, 23rd Aug.—
Shanghai 18th Aug, Gen.—G. M. S. N.
Co.
Rohilla Maru, Jap. s.s., 2,390, Bishop, 23rd
Aug.—Manila 21st Aug, Gen.—T. K. K.
Caledonia, Br. s.s., 2,089, Marcauteil, 23rd
Aug.—Shanghai 21st Aug, Mails and
Gen.—M. M.
Solazie, Fr. s.s., 2,125, Nègre, 24th Aug.—
Marseilles 26th July, and Saigon 21st Aug,
Mails and Gen.—V. M.
Lightning, Br. s.s., 2,122, Spence, 24th Aug.—
Calcutta 8th Aug, Penang and Singapore
17th Aug, Gen.—D. S. & Co., Ltd.
Dori, Nor. s.s., 630, Gierke, 24th Aug.—
Bangkok 16th Aug, Rice.—Kin Yee Ung.
Kweiyang, Br. s.s., 1,061, Hooker, 24th Aug.—
Cheloo 15th Aug, Gen.—B. & S.
Tsurugisan Maru, Jap. s.s., 2,560, Narasaki,
24th Aug.—Moj 17th Aug, Coal.—M. B.
K.
Taksang, Br. s.s., 977, Baker, 24th Aug.—
Shanghai 18th Aug, and Swatow 23d
Gen.—J. M. & Co.
Phra Chom Klao, Ger. s.s., 1,017, Reimers, 24
Aug.—Bangkok 17th Aug, 2nd Aug.—
Canton 24th Aug, Gen.—B. & S.
Clearances at the Harbour Office.

Clearances at the Harbour Office.

Kweiyang, for Canton.
Kwangle, for Canton.
Glaucus, for Shanghai.
Hanoi, for Hanoi.
Ho Kwei, for Wuchow.
Thales, for Swatow.
Phra Chom Klao, for Swatow.
Arabia, for Singapore.
Chunwei, for Wuchow.
Kong Hing, for Bangkok.
Wingchui, for Macao.
E-Sang, for Swatow.

Departures.

Aug. 23.
Guthrie, for Hongkong.
Maiden Maru, for Swatow.
Independent, for Saigon.
Triglav, for Swatow.
Tyr, for Canton.
Aug. 24.
Kong Berg, for Bangkok.
Socotra, for Shanghai.
Hinsang, for Sourabaya.
Rendell, for Nagasaki.
Andree Rickmers, for Swatow.
Arabia, for Singapore.
Kwangle, for Wuchow.
Kong Hing, for Bangkok.
Wingchui, for Macao.
E-Sang, for Swatow.

Passengers arrived.

Per Telemachus, from Saigon—270 Chinese.
Per Glaucus, from Singapore—40 Chinese.
Per Kwangle, from Shanghai—130 Chinese,
and 1 Japanese.
Per Lightning, from Calcutta, &c.—Capt.
Morris, Lieut. Brissett, Messrs. Mellows, San-
del, 3 European's Postal Department, and 737
Chinese.
Per Empire, from Japan—Mrs. Carey, Miss
L. Carey, Mrs. Glazebrook and child, Miss D.
Glazebrook, Maudslayi, Mrs. J. S. Heron, Mr.
Delabow, and 3 Japanese.
Per Caledonia, from Hongkong from Shang-
hai—Mr. and Mrs. Wong and 2 servants, Mrs.
Chow and 2 servants, Mr. and Mrs. Esol and 2
servants, Mr. and Mrs. Chwan and 2 servants,
Messrs. Yip Oi Shan and boy, Verondini,
Brasseur, Ming Po, Lohar, Samuel, W. Smith
and Vol. Pietre. For Saigon—Mr. and Mrs.
Smith. For Singapore—Messrs. E. H. Lee,
Mr. and Mrs. Lee Tion Sie, amah and servant,
and Mr. Herbert. For Marseilles—Messrs. Le
Guen, Charbonneau, Camfrani, Meynau,
Zerequel, Brunet, Wulliet, Persiani, Matelolo,
Berthet, Gast, Gestin, Henry, Eng. Guerin, 11
Sailors and 2 Soldiers.
Per Solazie, for Hongkong from Marseilles
—Rev. Lucas, and Mr. Tisserand. From
Colombo—Miss Pelelli, Messrs. J. L. Disney
and J. E. Bain. From Singapore—Lt. Col. and
Mrs. L. Thackwell, Mr. Godfrey Palmer, Sisters
Panzini, Gomes and Marie de Louisa. From
Saigon—Messrs. Wylliam, Clarke, W. Pitt, R.
Hermann, an 1 Mrs. Rossetti, and 177 Chinese.
For Shanghai from Marseilles—Mr. Louis
Rey, Revs. Bonnet, Dubos, Guen, Sago, and
J. Truc, Mad. Marie Martin. From Marseilles
for Kobe—Rev. Planis. For Yokohama—Rev.
A. Girardin, Messrs. Roussel, Clement, Leon
Bullier, Trorvanti and Demarg, For Hai-
phong from Marseilles—Mr. Farey, Mr. and
Mrs. Marty and child, Messrs. Trevelle, Russell,
Collignon, Filatrin, Terry Sylla, Mr. and
Mrs. Miss Dut bellar. From Port Said—Messrs.
J. Bleton and Gallo. From Colombo, Dr.
Cordier. From Singapore—Mr. Salmon
Parsnello.

Passengers departed.

Per City of Peking, for Shanghai—Miss M.
Pancette, Lieut. F. Marti, J. H. Furse, and Mr.
Cupchick. For Nagasaki—Capt. W. S. Valen-
tine. For Yokohama—Major and Mrs. Kirby,
Capt. Jervet, Mrs. S. W. Fountain, and Miss
Fountain. For Honolulu—Mrs. Chang and
native servant, and Miss Chang. For San
Francisco, &c.—Messrs. E. E. Westler, B. L.
Staford, Dr. E. H. Bryan, Messrs. J. E.
Spencer, A. D. Parrie, J. P. M. M. Miss C.
Streich, Mrs. M. T. Parsons, Mr. and Mrs.
Leang Hsuan, Master Hsun, Miss Wong, Miss
Shuen, Messrs. S. P. R. Thomas, J. J. Eagon,
C. F. Applegate, B. F. de Vore, W. W. Peitit,
E. C. Phillips, Miss Phillips, Mr. and Mrs. W.
J. Sisors, Miss Sissors, Messrs. James Coser,
Young Ko, W. L. Glesson, Maloney, B. F.
McDavitt, and Mrs. Wong Shee.

Shipping Reports.

Str. Telemachus from Saigon.—Light to moder-
ate E. and S.E. winds, fine clear weather
throughout.
Str. Daijin Maru from Tamsui.—Gentle
breeze and rather smooth water, met typhoon
between Amoy and Tamsui.
Str. Emp. from Kobe.—Left there at noon
on 18th inst., experienced S.W. and W. fresh
winds to Turg Yun, thence to arrival light
S.W. and W. winds, with showers later part.

Str. Onia from Moji.—Passed aerolite
sailing craft off Breaker Point, Lat. 22° 55' N.,
Long. 116° 46' E., heavy S.W. gales as far as
Tunabou Island, thence light variable winds,
smooth sea.

Str. Kwangle from Shanghai.—Strong ty-
phoon winds as far as Ockson, from there
weather, light winds. Wreck off Breaker Point
with one topmast and the stump of another
mast above the water.

Vessels in Port.

STRANERS.
Aki Ma u, Jap. s.s., 3,995, Eksrand, 11th Aug.—
Seattle, U.S.A. 11th July, and Shanghai
8th Aug, Mails and Gen.—N. Y. K.
Amara, Br. s.s., 1,665, Matlock, 13th Aug.—
Java 5th Aug, Sugar.—J. M. & Co.
Bouillon, Fr. s.s., 917, Arnean, 20th Aug.—
Saigon 16th Aug, Ballast.—Master.
Changsha, Br. s.s., 1,463, Moore, 17th Aug.—
Sydney 22nd July, and Manila 15th Aug.—
Gen.—B. & S.
Claverhill, Br. s.s., 1,020, Seldin, 11th Aug.—
Cardiff 23rd June, Fuel.—Admiralty.
Doric, Br. s.s., 4,975, Smith, R.N.R., 19th Aug.—
San Francisco 23rd July, via Honolulu
25th, Yokohama 11th Aug, Kobe 12th,
Nagasaki 14th, and Shanghai (Woojung)
17th, Mails and Gen.—O. & O. S. S. Co.
Edward Mary, Russian s.s., 1,734, Sevonnin,
15th Aug.—Moj 7th Aug, Coal.—B. & Co.
Empress of India, Br. s.s., 3,003, Marshall, 18th
Aug.—Vancouver 27th July, and Shanghai
15th Aug, Mails and Gen.—C. P. R. Co.
Hanon, Br. s.s., 730, Merlees, 21st Aug.—
Haiphong and Hoi on 20th Aug, Gen.—
A. R. M.
Kolschang, Ger. s.s., 1,292, Spiesen, 13th Aug.—
Paukoku 6th Aug, Rice and Timber.—
B. & S.
Lanetes, Br. s.s., 1,340, Tor ihle, 11th Aug.—
Singapore 5th Aug, Gen.—B. & S.
Laisang, Br. s.s., 2,225, Coutrier, 17th Aug.—
Singapore 11th Aug, Gen.—J. M. & Co.
Lnosok, Ger. s.s., 1,021, Schurr, 19th Aug.—
Bangkok 11th Aug, and Swatow 18th
Rice.—B. & S.
Marfa Rickmers, Ger. s.s., 1,017, Bandelin, 22nd
Aug.—Swatow 21st Aug, Gen.—A. K. &
Co.
Marie Jebson, Ger. s.s., 1,771, Bendixen, 18th
Aug.—Samarang 8th Aug, Sugar.—Jebson
& Co.
Mauang, Br. s.s., 1,614, Welch, 19th Aug.—
Sandakan 13th Aug, Timber and Gen.—
J. M. & Co.
Michael Jebson, Ger. s.s., 710, Uldrup, 14th
Aug.—Haiphong 10th Aug, Pakhoi 11th,
and Hoihow 13th, Gen.—J. M. & Co.
Nanshan, Br. s.s., 1,296, Stovell, 21st Aug.—
Samarang 12th Aug, Sugar.—B. & Co.
Nanyang, Ger. s.s., 983, Hass, 22nd Aug.—
Hoiho 18th Aug, Ballast.—Tunk Kee.
Pelayo, Br. s.s., 1,100, Prynn, 21st Aug.—Pulo
Simbilan (Sumatra) 12th Aug, and Singa-
pore 15th, Petroleum Oil.—Order.
Pisanulok, Ger. s.s., 1,267, Fuchs, 22nd Aug.—
Bangkok 15th Aug, Rice.—B. & S.
Pompey, Am. s.s., 1,200, Range, 28th May.—
Manila, P.I. 25th May, Ballast.—U. S.
Government.
Sishar, Br. s.s., 845, Jones, 8th Aug.—Saigon
4th Aug, Rice.—B. & Co.
Yungkiang, Br. s.s., 1,021, Outerbridge, 22nd
Aug.—Manila 19th Aug, Gen.—B. & S.
Taifu, Ger. s.s., 1,063, Menzell, 20th June.—
Mauritius via Singapore 14th June, Gen.—
E. A. T. Co.
Thales, Br. s.s., 820, Robson, 22nd Aug.—
Fochow 18th Aug, Amoy 19th, and
Swatow 21st, Gen.—U. L. & Co.
Triumph, Ger. s.s., 768, Hansen, 18th Aug.—
Moj 10th Aug, Coals.—J. & Co.
Tshintu, Ger. s.s., 1,002, Koch, 21st Aug.—
Koh-si-chang via Swatow 13th Aug, Rice
and Gen.—B. & S.
Zafiro, Br. s.s., 1,611, Rodger, 18th Aug.—
Manila 16th Aug, Gen.—S. T. & Co.

Sailing Vessels.

Columbia, Am. sch., 772, Sprague, 27th Mar.—
—B. & S.
Comet, Br. 4-masted bco, 2,890, Davis, 4th
Aug.—New York 9th Apr., Kerosine.—S.
O. Co.
Grosvenor, Br. bq., 516, Boga, 13th June.—
Mauritius 16th Jan., Sugar.—A. & Co.
Helena Wyman, Am. bq., 1,521, Vanhorn, 10th
Aug.—Singapore 1st Aug, Ballast.—
Master.

Steamers Expected.

Vessels	From	Agents	Due
Indradeo	Manila	J. M. & Co.	Aug. 25
Shinano Maru	Shanghai	N. Y. K.	Aug. 25
Merionethshire	Shanghai	S. T. & Co.	Aug. 25
Lothian	Japan	C. M. Co.	Aug. 26
Sambha	Singapore	P. M. Co.	Aug. 27
Ballaarat	Singapore	P. M. Co.	Aug. 27
Nippon Maru	Japan	S. T. & Co.	Aug. 28
Nordkyn	Singapore	G. L. & Co.	Aug. 28
Eastern	P. Darwin	J. M. & Co.	Aug. 31
Kuinaang	Singapore	M. & Co.	Sept. 1
Kiautschou	Japan	M. & Co.	Sept. 2
Zieten	Colombo	P. M. & A. Co.	Sept. 2
Indrasambha	Japan	B. & S. Co.	Sept. 2
Chingtu	Sydney	B. & S. Co.	Sept. 2
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 4

Hongkong & Whampoa Dock Returns.
Hydra at Kowloon Dock.
Zemiroke hire " " "
Kaipa " " "
U.S.S. Callao " " "
U.S.A.T. Sumner " " "
Helen Wyman " " "
Changsha " " "
Edward Barry " " "
Amara " " "

Ships Passed The Canal.

Outward—21st July—Abyssinia, 23th July
—Hennah, Ping Suey, Achilles, 27th July
—Auchenard, 28th July—Sambha, Concor-
1st August—Glaucus, 5th August—Oanfa,
Tiberghien, 8th August—Idomeneus, Decu-
calion, 12th August—Borneo, Fairlie, Zieten,
Regina, 14th August—Agamemnon, Lennox,
Australian, Brigsman, Simla, Amalia, Vinda-
bona, Glenesk, Wakusa Maru, 19th August
—Bentwaters, Indramayo, Freiburg, Simoom,
St. Pillans, 21st August—Belmond, Java,
Polynesian, Japan.
Homeward—24th July—Annam, 13th August
—Suez, Arara, Glenfear, 14th August
—Anaba, 19th August—Hambury,
Arrivals at Home 7th August—Bonsay,
8th August—Antenor, Marburg, 12th August
—Strassburg, 12th August—Canton, 14th
August—Hyson, Kawachi Maru, Nubia, 19th
August—Hudson, Alcinous, Preussen, Ernest
Simon, Flintshire, 21st August—Dingo
Maru.

THE WEATHER.

The following report is from Mr. F. G. Figs,
Acting Director of the Hongkong Obser-
vatory.
On the 24th at 11.15 a.m. The depression,
lying near Wladivostok yesterday, has reach-
ed N.E. Japan.
The barometer has fallen along the China
coast and Formosa, particularly over the latter
area.
A depression, apparently shallow at present,
appears to be lying to the S.E. of Formosa.
Pressure remains high over S.W. Japan.
Increasing N.E. winds in the Formosa
Channel, and fresh N.W. and W. winds over
the N. part of the China Sea.
Forecast—N.W. and W. winds, moderate;
fair.

On date at	On date at	On date at
10 a.m.	4 p.m.	10 p.m.
Barometer	29.96	29.89
Temperature	84	83
Humidity	77	81
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	Bar. Hu. Wind	Bar. Hu. Wind	Bar. Hu. Wind
	24th	25th	26th
Vladivostok	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Hakodate	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Kobe	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Kochi	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Nagasaki	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Kagoshima	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Oshima	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Ishigakijima	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Taichu	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Tainan	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Koshun	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Pescadore	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Weihaiwei	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Shanghai	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Amoy	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Swatow	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Canton	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Hongkong	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Victoria Peak	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Macao	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Haiphong	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Manila	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
San Francisco	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
San Pedro de Macoris	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
San Juan	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Sanchez	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Sancti Spiritus	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Sancti Spiritus	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0
Sancti Spiritus	29.70 68 SE 0	29.80 68 SE 0	29.80 68 SE 0

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Hewitt, F. T. Baies Spackhaver, W. O. F.
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Hubbe, F. Thomson, J. D.
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King, R. H. Wilford, F. C.
Lambkin, Miss

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Gilchrist, Mrs. Pearce, Mr. and Mrs.
Halvey, Lieut. and T. W.
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Johnston, Mrs. and Hospital)
child Summers, Mr. and Mrs.
Helms, W. Wright Mr. and Mrs.
Hug, Mrs. E. R. F. child & nurse

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Stocks	PAID UP VALUE	LAST DIVIDEND	TO-DAY'S QUOTATIONS
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half year ending 30.6.1903	\$642 1/2 b.
National Bank of China, Ltd.	\$ 8	3 1/4 = \$1.96 1/2 for 1902	\$29
Do Founders	\$ 2	None	\$10
MARINE INSURANCES.			
Union In. Society of Cton, Ltd.	\$ 100	60 per cent = \$30 per share for 1901	\$407 1/2
China Traders' In. Co., Ltd.	\$ 25	10 1/2 = \$5 for year ending 30.4.1902	\$60 s.
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902	Tls. 235 s. & s.
Yangtze In. Association, Ltd.	\$ 60	20 = \$12 for 1901	\$133 s.
Canton In. Office, Ltd.	\$ 50	28 1/2 = \$14 per share for 1901	\$178 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$327 1/2

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